the shortage. As the hon. Members know, we are not only importing coins but also going to set up a currency note press and also we have decided to set up a mint at Noida. The existing mints are also being modernised. About 22 presses have been set up in mints.

We have also taken steps to increase the working hours. So far as the 3 mints are concerned, we have already taken a decision to increase the working hours to 60. In some of the presses we have been worknig for 66 hours per week. These are the steps we have taken to improve the production and also to meet the demand.

Coming to the second question about soiled notes. If some of the soiled notes are in such a condition that they can be recirculated they are being put to recirculation because of the shortage We are doing it where it is absolutely necessary. In other cases recirculation is not done.

SHRI KAPIL VERMA: Sir, earlier the practice was that soiled currency notes were taken by the State Bank or the Reserve Bank or big nationalised banks. Now these banks have stopped accepting these soiled notes and this is causing a great inconvenience.

SHRI JANARDHAN POOJARI: There is the instruction to receive notes. If any complaint is brought to the notice of the Government definitely we will take action:

Ship-breaking Yard at Alang, Gujarat

†*128. SHRI VITHALBHAI MOTIRAM PATEL: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that the Gujarat Government has drawn the Central Government's attention to the problems faced by the Ship-breaking Yard at Alang in Gujarat;

(b) whether it is also a fact that the present capacity of the Yard is to break about 200 ships per year;

(c) whether it is also a fact that Government have decided to allot only 60 ships in a year to the Yard;

(d) whether it is also a fact that there is a demand from the ship-breakers and the Gujarat Government has urged the Central Government that enough ships be allotted to the Yard; and

(e) if so, what steps the Central Government propose to take to allot more ships to the Yard?

THE MINISTER OF STEEL AND MINES (SHRI K. C. PANT): (a) Yes, Sir.

(b) According to the assessment of the Metal Scrap Trading Corporation, the annual capacity of the Alang Ship-breaking yard is about 7 lakh Light Displacement Tonnes (LTD).

(c) For the 60 units at Alang, it has been decided to allot each unit one vessel of approximately 5000 LDT for the year 1985-86.

(d) Yes, Sir.

(e) The number of ships imported for breaking during the year is based on the assessed gap in the availability and demand of re-rollables in the country. For the year 1985-86, 5 lakh LDT of foreign flag vessels are expected to be imported. These are equitably distributd among ship-braking units in the country.

SHRI VITHALBHAI MOTIRAM PATEL: Mr. Chairman, Sir, the capacity of the Alang Ship-breaking yard is about 200 ships and the supply is only of 60 ships, that means the capacity of 30 per cent. In Alang

†Previously Starred Question 48, transferred from the 20th November, 1985.

Ship-breaking yard about 25000 to 30,000 persons are employed. If they are not supplied enough vessels, there is the possibility of the yard being closed down and the workers will be left without employment. Gujarat Government has strongly recommended that enough ships should be provided to the Alang Ship-breaking yard. What steps is the Government going to take about the recommendation of the Gujarat Government?

SHRI K. C. PANT: Sir, as I have said in my main reply, how many ships are to be imported for ship-breaking is determined on the basis of the assessed gap in the supply and demand position with respect to re-rollables. Now if that would permit only import of a certain quantum of scrap by way of ships, then to have more of scrap does not serve any purpose especially as these ships yield re-rollable scrap which is then converted into untested bars and rods. And as you know, the priority sector prefers tested bars and rods which do not come from this. This is the reason why one cannot import more than a given quantity of scrap by way of ships. What is important is, we try to distribute it equitably amongst all the units in the country. I appreciate my hon. friends point that capacity utilization is low, although the capacity he mentioned is not the exact capacity which I have here. But that is not the point. The point is that capacity utilization is low. This is the problem.

SHRI VITHALBHAI MOTIRAM PATEL: May I know what is the supply and demand assessment of the Government?

SHRI K. C. PANT: It is as a result of the supply and demand assessment that I gave this figure of import of 5 lakh LDT and in addition to that Indian ships deemed imported will be 1 lakh LDT. The total will be 6 lakh LDT which is the highest ever so far in this year.

श्री मीर्जा इर्शादबेग : मान्यवर, जैसा कि मान्यवर सदस्य श्री ने प्रश्न पूछा है शिप ब्रेकिंग यार्ड का जो उद्योग चल रहा है, मैं मंत्री जी का ध्यान में इस बात की ओर ले जाना चाहता हूं कि एक ऐसा उद्योग है जिसमें न हमें बिजली की आवश्यकता है और न पानी की आवश्यकता है । किसी भी चीज का वहां इन्वेस्टमेंट किये बगैर यह उद्योग चलता है । आज तक जो आकड़े सदन में प्रतिस्थापित किये गये हैं उसके अनुसार इससे गवर्नमेन्ट की रेवेन्यू में अधिक से अधिक इजाफा हुआ है और इसमें कोई इन्वेस्टमेंट नही हुआ है । इसके बावजूद मंत्रीजी ने जो मांग की बात हमको बताई तो मै यह जानना चाहता हू कि आज तक जो स्क्रेप आइरन हमने लिये है, मेरी जानकारी यह है कि जो स्क्रेप आइरन हमें इस शिप ब्रेकिंग के माध्यम से मिले और हमने जो इम्पोर्ट किया है, तो मेरी जानकारी के अनुसार जो हमें शिप ब्रेकिंग यार्ड से मिले हैं वे हमें कम दामों में पड़े हैं। इसलिए हमें ज्यादा से ज्यादा इस इंडस्ट्री को बढ़ावा देना चाहिए और इससे मैं समझता हू कि देश की जो आवश्यकता है वह कम दाम से प्राप्त हो सकती है । बार बार मंत्री जी के ध्यान में इस बात को लाया गया है कि जो गुजरात में काम चल रहा है वह नेशनल इनकम बढ़ाने का हमारा एक माध्यम है । इसलिय मैं मंत्री महोदय से जानना चाहता हू कि एसोसियेशन के लोगों ने जो डिमान्ड्स उनके सामने रखी है, जो उनकी प्राबलम्स है, किस समयावधि तक उन तमाम समस्याओं को सुलझाया जा सकेगा ?

श्री कृष्ण चन्द्र पन्त : यह कहना बड़ा कठिन है कब तक यह सुलझेगा, अगर सुलझाने के मायने यह है कि जितनी क्षमता है उतना उत्पादन हो । क्योंकि जैसा कि मैंने कहा कि कितने स्क्रेप्स की आवश्यकता है, कितनी उसकी मांग है और कितनी उसकी उपलब्धि है, दोनों को देखना पड़ेगा । इस वक्त कुल डिमांड जो है वह 4.23 मिलियन टन सैमीज है और अवैलबिलिटी 3.5 मिलियन टन है और शार्ट फाल है 7.3 लाख टन । अब इसमें एक तो मैल्टिंग स्क्रेप आ जाता है । हमारे यहां कित

हो मिनी स्टील प्लान्टस भी हैं और कुछ इन्टीग्रेटेड स्टील प्लान्ट्स भी आ जाते है तथा इम्पोर्ट बिलिटस भी आ जाते हैं, तो ये अलग-अलग तरीके हैं, बाकी 3.6 लाख टन स्क्रेप शिप से आ जाता है । इसलिये सारी चीजों को देखकर यह निर्धारित किया जाता है कि कितने जहाज यहां आने दिये जायें बाहर से जहां तक कुल बार्स और राडस की सप्लाई की बात जो माननीय सदस्य कह रहें है, साढ़े सात प्रतिशत की इससे आता है और बाकी और जगहों से आता है । इसकी अहमियत को समझते हुए में चाहूंगा कि कैपेसिटी यूटिलाई जेशन बढ़े । लेकिन इन सब चीजों की वजह से में एसी कोई डेफिनेट बात नहीं कह सकता कि फलां तारीख तक यह ठीक हो जायेगा ।

Smuggling and hoarding of clandestine gold

*129. SHRI BHAGATRAM MANHAR:

SHRI RAMCHANDRA BHARADWAJ:†

Will the Minister of FINANCE be pleased to state:

(a) what is the total quantity of gold seized through anti-smuggling and revenue intelligence operations and raids conducted during the first nine months of the current year indicating the details of the major hauls; and

(b) what methods were adopted for smuggling gold as detected during investigation of such cases?

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH): (a) and (b) A statement is laid on the Table of the House.

†The question was actually asked on the floor of the House by Shri Ramchandra Bharadwaj.

Statement

During the period from January to September, 1985, 1996 Kgs. of gold was seized by the Customs authorities throughout the country. Details of the major seizures of gold (market value Rs. One crore and above) are given below:—

On 5-2-1985, the officers of Customs Preventive Collectorate. Ahmedabad, intercepted the vessel 'AL-SARAS' at Kutch Mandvi and recovered 1161 pieces of foreign marked gold bars weighing 11,610 tolas, valued at Rs. 2.62 crores, found concealed under the cargo of wet dates along with other contraband goods. In this connection, 13 persons were apprehended.

On 23rd February, 1985, the officers of the Customs Preventive Collectorate, Bombay. recovered and seized gold weighing 16,679 tolas, valued at Rs. 4.08 crores from the seabed off Haji Bunder, under the Customs Act. 1962.

On 23-4-1985, the officers of Bombay Zonal Unit of the Directorate of Revenue Intelligence, recovered from a specially made cavity in an Ambassador car near Roopam Cinema. Sion Circle, Bombay. 12 belts containing 1196 pieces of foreign-marked gold, each weighing 10 tolas, and 4 pieces of gold each weighing 10 tolas. Gold totally weighing 12,000 tolas, valued at Rs. 2.95 crores, was seized under the provisions of the Customs Act. 1962. The car valued at Rs. 50,000 was also seized. There was no occupant in the car.

The officers of the Directorate of Revenue Intelligence, Bombay Zonal Unit, searched the premises at No. 10, Patel Building, Station Road, Jogeshwari (West), Bombay on 13-9-1986 and seized 1400 gold biscuits of foreign origin, weighing 4,000 tolas valued at Rs. 3.35 crores alongwith foreign/ Indian currency. In this connection, three persons were arrested.